



Kestrel 1300

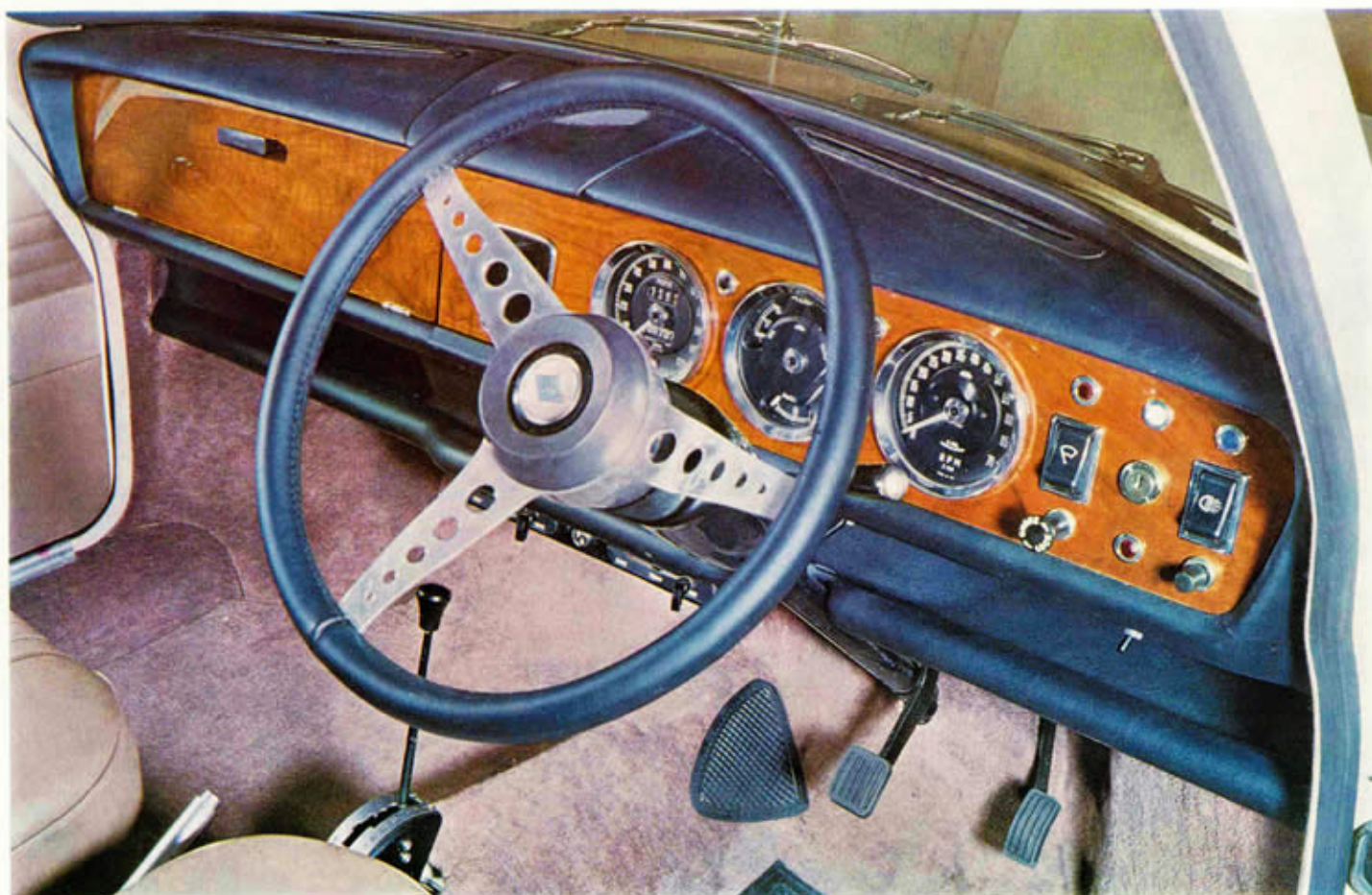
Mk. II





for magnificent motoring

As ahead of its time as its legendary pre-war namesake. That's the revolutionary Riley Kestrel 1300 Mk. II. It sets the standard of the 1970s by combining performance and luxury with compactness and roominess to a degree unmatched by any other sporting saloon of its size. All the character and craftsmanship of the Riley tradition are reflected in this new Kestrel; everywhere there is a feeling of quiet luxury.

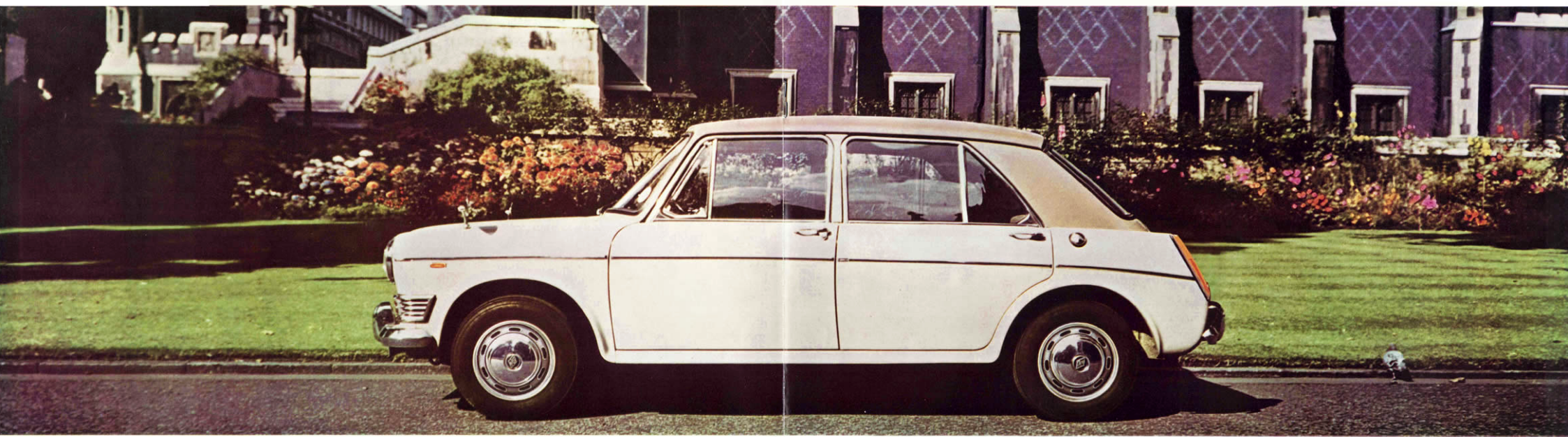


The most compact, most luxurious sporting 5-seater



But it's not just a *feeling* of luxury that you get when you sit in a Riley Kestrel. It's *real* luxury. The gleam of real wood, the comfort of softly-cushioned seating. A full range of instruments set off by the warm gleam of polished wood—instruments that include a revolution counter, oil pressure and water temperature gauges. The controls are neatly positioned within easy reach of the driver and an all-in-one switch on the steering-column actuates the headlamp flasher, high/low beam, horn, and self-cancelling direction indicators. The re-styled seating is tastefully trimmed in attractive Ambla on the wearing surfaces. Both front seats are

adjustable for leg reach and can be tilted forward to allow easy access to the rear compartment. A folding arm-rest is fitted in the centre of the rear seat squab. There is an enormous amount of leg and shoulder room for a car of such compact external dimensions. And there's safety too! The parcel shelf and fascia rails are padded and covered with non-reflecting black vinyl-coated fabric, and seat belt anchorage points are built-in, to which your Distributor or Dealer can fit BMC approved accessory seat belts.



**The lustre of the Riley name plus
the brilliance of BMC engineering**

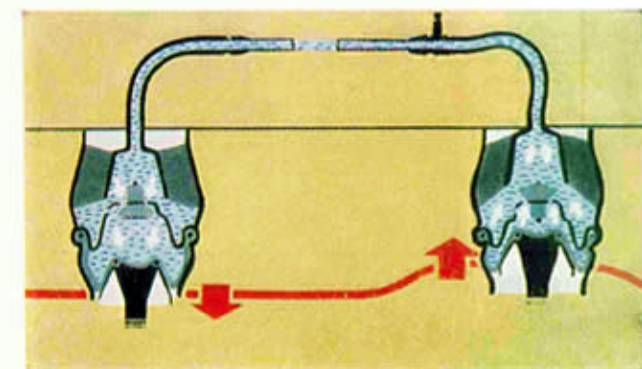
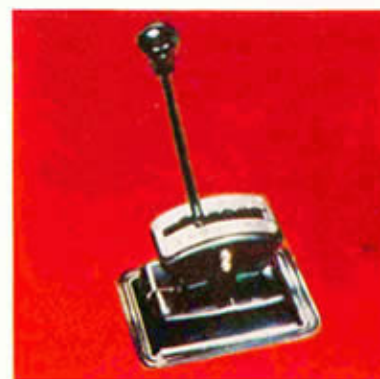
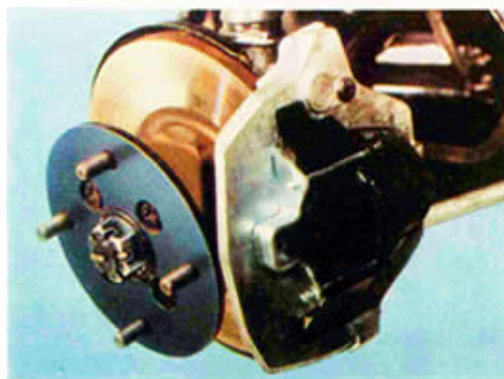
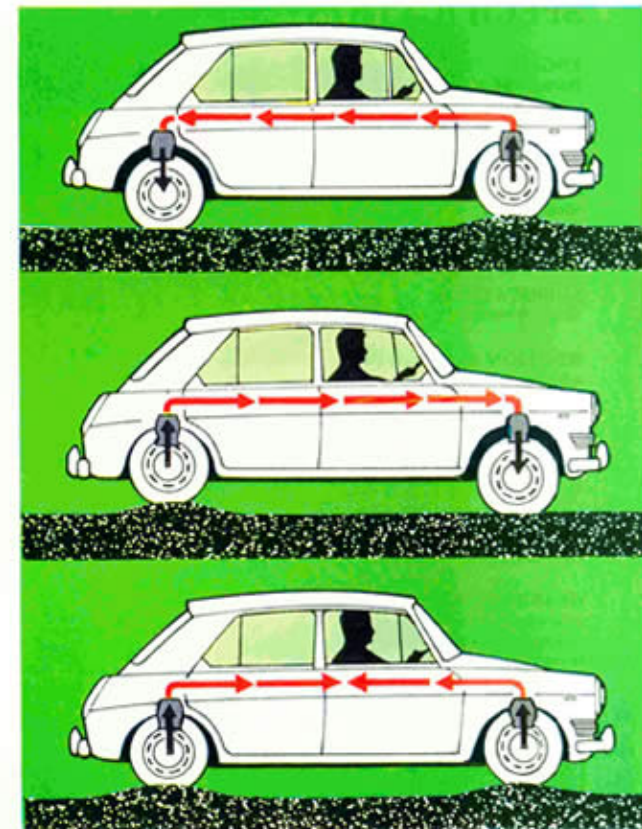
A name for style that's admired and applauded wherever men of taste meet; a name for elegance that graces a stately courtyard or paddock as nobly as it does a motorway—the proud name of Riley. One of the oldest marques in the history of motoring—combined with the latest engineering developments from BMC. The unique advantages you get with the Riley

Kestrel 1300 Mk. II are explained on the following pages; but first take another look at those beautiful, sleek lines. Forward-sloping rear-light clusters and ventilated road wheels enhance the appearance of this already elegant car.



Small-car handling and parking with big-car comfort for a family of five . . . and all their luggage. That's the Riley Kestrel Mk. II! How is this achieved? By placing the engine, gearbox, and clutch in one compact space-saving, weight-saving pack and by mounting it transversely

under the bonnet! Front-wheel drive adds to the weight-saving and means improved road-holding. With four-speed all-synchromesh gearbox, the 1275 c.c. engine is equipped with twin S.U. HS2 carburettors and develops 70 b.h.p. at 6,000 r.p.m.



Steering-column Switch. A new multi-purpose switch on the steering-column actuates the headlamp-flasher, high/low beam, horn and self-cancelling direction indicators, thereby providing a single and convenient source of all communication with other road users.

Braking. To match the performance of its engine, the Riley Kestrel 1300 Mk. II is provided with powerful brakes, single-caliper disc brakes being fitted on the front wheels.

Automatic Transmission. A very well worthwhile optional extra. Do-it-yourself or leave it to us! Fully automatic transmission or complete manual control at any time—with no clutch!

Hydrolastic® Suspension. To smooth out the miles and help make every journey relaxing. A superb fluid-based suspension that enables the rear wheels to anticipate the action of the front wheels, thus ironing out road-bumps.

SPECIFICATION

ENGINE: Four-cylinder. Overhead valves with push-rod operation. Bore 70.61 mm. (2.78 in.), stroke 81.28 mm. (3.2 in.), cubic capacity 1275 c.c. (77.8 cu. in.). D.H.P. 70 at 6,000 r.p.m. Maximum torque 77 lb. ft. at 3,000 r.p.m., compression ratio 9.75 : 1.

FUEL SYSTEM: Twin S.U. HS2 type semi-down-draught carburettors, rear-mounted S.U. electric fuel pump. Twin paper element air cleaner with silencer. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 Imperial gallons (9.5 U.S. gallons, 36.4 litres).

LUBRICATION SYSTEM: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element.

IGNITION SYSTEM: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

COOLING SYSTEM: Water-cooled, pressurized system with separate expansion chamber. Circulation thermostatically controlled assisted by impeller pump and fan. Coolant capacity 62 pints (8.1 U.S. pints, 3.9 litres), including heater.

TRANSMISSION: Clutch: Diaphragm-spring single dry plate, 71 in. (18 cm.) diameter, with hydraulic operation.

GEARBOX: All-synchromesh four-speed. Remote-control central-floor gear-change lever. Combined transmission casing and oil sump below engine crankcase. Drive transmitted by universally jointed shafts to the front road wheels.

Gearbox	Ratios in box	Final Drive	Overall Ratios	Road speeds at 1000 r.p.m.
Synchromesh (Standard)	1st 3.30 : 1	—	12.04 : 1	5.19 m.p.h.
	2nd 2.07 : 1	—	7.57 : 1	8.25 m.p.h.
	3rd 1.35 : 1	—	4.93 : 1	12.67 m.p.h.
	Top 1.00 : 1	3.65 : 1 (62/17)	3.65 : 1	17.12 m.p.h.
	Rev. 3.35 : 1	—	12.22 : 1	—
Automatic (Optional) Primary drive ratio 1.15 : 1 Torque converter ratio 2 : 1 Final drive ratio 3.27 : 1 (72/22)	1st 2.69 : 1	—	10.12 : 1	6.17 m.p.h.
	2nd 1.85 : 1	—	6.96 : 1	8.98 m.p.h.
	3rd 1.46 : 1	—	5.49 : 1	11.39 m.p.h.
	Top 1.00 : 1	3.76 : 1 (inc. primary drive)	3.76 : 1	16.62 m.p.h.
	Rev. 2.69 : 1	—	10.12 : 1	—

STEERING: Rack and pinion, with direct linkage to steering-arms on swivel pins, 15 in. (0.38 cm.) diameter steering-wheel; 3½ turns lock to lock. Turning circle 34 ft. 9 in. (10.59 m.).

SUSPENSION: Front: Independent wishbone suspension with Hydro-lastic* displacers (interconnecting front to rear). Rear: Independent trailing arms with Hydro-lastic displacers.

BRAKES: Lockheed hydraulic brakes. Pedal-type pedal, 8.39 in. (21.3 cm.) diameter self-adjusting single caliper disc brakes at front and 8 in.

(20.3 cm.) diameter brake-drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

WHEELS AND TYRES: 145 mm.—12 in. radial ply tubeless tyres on ventilated disc-type 4J x 12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment.

ELECTRICAL: High-output dynamo with current-voltage control; 12-volt, 40 amp.-hr. battery (at 20-hour rate) located in engine compartment; double-dipping sealed-beam headlamps; parking lights, twin stop/tail lamps; rear reflectors; number-plate lamp, flashing direction indicators with repeater flashers on wings; single lever on steering-column actuates horn, headlamp flasher, high/low beam, and self-cancelling direction flashers; instrument lamps; dual-arm windscreen wipers; twin electric horns; interior roof light with courtesy switches; warning lights for ignition, headlight high beam, and direction indicators.

INSTRUMENTS AND CONTROLS: M.p.h./km.p.h. calibrated speedometer with total mileage recorder; oil pressure, water temperature, and fuel gauges; revolution counter; ignition/starter switch; mixture control; rocker switches for head/side lamps and screen wipers; windscreen washer, fresh-air heater/demister unit with illuminated controls for Home Market.

COACHWORK: Four-door saloon of mono-construction, rubber-mounted to front and rear sub-frame assemblies to give insulation between road wheels and body. Full-width bumpers with over-riders front and rear. External, rotary, ratchet-type locks on both front doors; front and rear doors lock from inside; children's safety catches fitted to all doors. Ruched pockets in front doors. Wind-up windows and armrests on all doors; hinged quarter-lights on front doors. Curved safety-glass windscreen with curved back-light and sidelights. Veneered, figured-walnut fascia with illuminated ashtray and glove box with magnetic catch; central ashtray for rear compartment. Two crushable sun-visors. Interior, safety, rear-view mirror. Adjustable front seats, with all wearing surfaces trimmed in Ambia. Folding centre arm rest in rear seat squab. Fitted carpets on floor. Luggage boot at rear of car fitted with locking spring-assisted lid; capacity 9½ cu. ft. (0.27 m.³). Bonnet lock cable-operated from inside car; separate safety catch; bonnet held open by telescopic prop. Anchorage points for seat belts at front. Provision for radio.

OPTIONAL EXTRAS: Reclining front seats; electrically heated rear window. Automatic transmission.

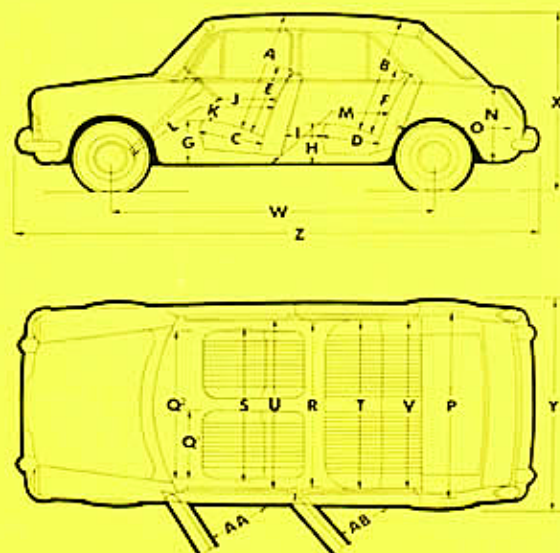
EXPORT AVAILABILITY: To satisfy world market requirements the following variations from the production specification are available for Export at no extra cost: right- or left-hand steering; m.p.h. or km.p.h. speedometer; lighting equipment to suit Export requirements. The following items are available at extra cost: Reclining front seats; electrically heated rear window; fresh-air heater/demister; fresh-air unit. Automatic transmission. Front seat head-rests.

SELECTED ACCESSORIES: Available through your Distributor or Dealer: Wing mirrors; seat belts; roof racks; auxiliary lamps; seat covers; car-vacuuming items; locking petrol cap; anti-mist panels; touch-up paints; hand tools; fire extinguisher; exhaust trim; badge bar.

COLOURS: A wide range of colours and trim is available. Current colour combinations can be obtained from your Distributor or Dealer.

* "Hydro-lastic" is a registered Trade Mark.

DIMENSIONS



Front seat head room	A	37 in.	940 cm.
Rear seat head room	B	34½ in.	876 cm.
Front seat cushion depth	C	17½ in.	444 cm.
Rear seat cushion depth	D	17½ in.	444 cm.
Front seat squab height above cushion	E	18 in.	457 cm.
Rear seat squab height above cushion	F	21 in.	533 cm.
Front seat cushion height above floor	G	13½ in.	343 cm.
Rear seat cushion height above floor	H	13½ in.	343 cm.
Distance between seats—maximum	I	14 in.	356 cm.
Distance between seats—minimum	J	10 in.	254 cm.
Steering-wheel to squab—maximum	K	15½ in.	393 cm.
Steering-wheel to squab—minimum	L	11 in.	279 cm.
Steering-wheel to cushion	M	7½ in.	191 cm.
Front seat leg reach—maximum	N	44 in.	1117 cm.
Front seat leg reach—minimum	O	39½ in.	1013 cm.
Rear seat leg reach—maximum	P	46 in.	1168 cm.
Rear seat leg reach—minimum	Q	41 in.	1041 cm.
Luggage boot height	R	22 in.	558 cm.
Luggage boot depth	S	33 in.	838 cm.
Luggage boot width	T	47½ in.	1206 cm.
Front seat cushion width—individual	U	21½ in.	546 cm.
Front seat cushion overall width	V	47 in.	1193 cm.
Rear seat cushion overall width	W	50 in.	1270 cm.
Width between front doors—maximum	X	48 in.	1219 cm.
Width across rear—maximum	Y	52 in.	1321 cm.
Shoulder width over front seat	AA	50 in.	1270 cm.
Shoulder width over rear seat	AB	51 in.	1295 cm.
Wheelbase	AC	93½ in.	2375 cm.
Overall height	AD	53½ in.	1368 cm.
Overall width	AE	60½ in.	1534 cm.
Overall length	AF	146½ in.	3727 cm.
Front door entry width	AG	28 in.	711 cm.
Rear door entry width	AH	26 in.	660 cm.
Track at front	AI	51½ in.	1308 cm.
Track at rear	AJ	50½ in.	1292 cm.
Ground clearance	AK	6½ in.	156 cm.
Kerbside weight (approx.)	AL	1,809 lb.	821 kg.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with The British Motor Corporation Limited.



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